Riding the Rails to Seaside

1858 Oregon Territorial Legislature granted a charter for railroad from Astoria to Eugene, but attempt failed

William Reid began grading a roadbed south from Astoria along the coast hoping to connect to Ben Holladay's Oregon and California Rail line at Hillsboro. Reid was backed by C.P.Huntington but Astorians tried to dump Reid and the deal failed. Reid had completed a line to Seaside

1886 Hanthorn, Wingate and Trullinger incorporated to build a narrow-gauge railroad to Seaside

1888 August Astoria & South Coast Railway formed. J.Q.A. Bowlby, James Taylor, Alfred Kinney, R. Van Dusen, Isiah Case, Hiram B. Parker, D.K. Warren, E.M. Grimes $100./share, 2,655 and a half shares sold. Westinghouse locomotive purchased. That year 14 miles of track were laid to Gearhart from Young's Bay with about 20 curves and 16 trestles. Passenger car was boxcar with benches and windows. (need umbrella for leaks) Flatcar with railing and benches. The rails came from England.

1890-1891 Astoria & South Coast Railway passenger service into Seaside from Youngs Bay

June 1890 Train from Warrenton to Seaside 15 6/10s miles single track(4'81/2" guage) about 1/5 mile of sidings. 1 trip each way, no turnaround. To 12th Ave (depot), curved west to cross Necanicum and then down to 4th. Trestle was built out into the bay to about where the drawbridge was.

1891-1892 Work on a route between Hillsboro and Seaside along the Lewis and Clark and Nehalem Rivers with 1500 ft tunnel near Saddle Mountain.

1893 Operating line sold to Seashore Road Company

1894 December Andrew B. Hammond's proposal was accepted to build the railroad up along the Columbia River rather than following the Nehalem. Construction permit signed by Wade Hampton Smith on January 6

1895 Astoria and Columbia River Railway Company was formed. July 13 the first train with passenger coaches ran to Seaside

1896 Railroad bridge across Young's Bay completed. First train across the trestle August 22. Warrenton depot completed on Sept. 9

1897 Owners of the Astoria and Columbia River Railroad purchased the Seashore Road Company. Post Office at Clatsop platform Postmaster E.T. Stafford. Seaside and Gearhart stations opened July 24. New train service from Astoria to Flavel.

1898 Astoria's tracks connected to Northern Pacific's tracks at Goble. 99 year lease signed to use tracks to Portland. Portland to Seaside $4. Round trip Ceremony Apr. 4, first train May 16

1899 Lines went all the way to Ft. Stevens. Seaside Deport built for A&C RR May 19

At the turn of the century Seaside had evolved into two separate towns on two sides of the Necanicum in 1902 with a population of 500 which swelled to 5000 to 10,000 in the summer. Seaside was incorporated in 1899 and West Seaside incorporated in 1905. They merged in 1913. Fire destroyed the commercial center east of the Necanicum in 1912 and then Seaside began to grow along Broadway.

1901 January 13 the train hit a slide above Clifton and plunged into the river

1903 Round trip Portland to Seaside $1.

1904 March 31st $3. round trip fares were stopped, and the fare became $2 each way

1907 lower end of the line purchased by Great Northern which later became part of the Spokane, Portland and Seattle Company, subsidiary of the Great Northern and Northern Pacific. Short branch completed from Seaside to Holliday with a wye for turning the trains and a connection to a logging railroad. James Hill purchased the A&CR and added it to the Great Northern. Fares were 2 cents a mile. Fare from Astoria to Seaside reduced from 75 cents to 50 cents May 22. In July they announced a side line to Cullaby Lake and a new station to be built at Gearhart. The station was remodeled in 1911 and is now a private residence.

1908 The Scow Bay depot was changed to 20th St Station

1911 The operation was slowly converted to S.P.&S.

1913 A new station was built at Allendale for the cranberry industry and a station masters house was built at Gearhart. It was later relocated to adjoin the station.

1914 WWI, "Spruce Division" a division of the Army engaged in getting spruce lumber out of the area for airplane manufacture

1927 Columbia Beach Station name changed to Camp Clatsop and Clatsop Station changed to Delmor

1929 May Train carries Oregon milled trees from Westport for use on repairs to "Old Ironsides"

1938 End of "Daddy Train"

1939 Dec 15 the train was derailed by a tree east of Astoria.

1950 Trains 21 and 22 made daily daylight trip between Portland and Seaside. 3 ½ to 3 3/4 hours PDX to AST (100 miles) and another 50 min to Seaside (18 miles). Freight diesel put on the passenger train

1952 Passenger service stopped, one freight train every other day.

1970 Entire line combined into Burlington Northern

1978 Line to Seaside abandoned. Trestle over Young's Bay decaying

Late 1980s track west of Astoria removed

1990s Astoria obtained the Burlington Northern line for the trolley

1997 Line between the Willamette River Bridge and Tongue Point was sold to Portland and Western

2003 State of Oregon along with Portland and Western and Amtrack ran the Lewis and Clark Explorer. The last train ran in October 2005